The Question of Civil Service Reform Before the Cabinet.

Sharp Criticisms Upon the Report of the Committee.

The Ku Klux Organization Shown Up by the Cemmittee on Southern Outrages.

Financial Effects of Consolidating Internal Revenue Districta.

WASHINGTON, Nov. 10, 1871. Protracted Cabinet Session-Uvil Service

The Cabinet meeting to-day, which was a very tong one, was mostly devoted to hearing the views of Mr. George William Curtis on civil service reform. othing of a definite character was determined upon, but the administration will shortly adopt the lews of the civil service reformers, and endeavor to put into practice the ideas of fitness for official poston, &c., which have long been the stock in trade of a very earnest class of politicians. Already the clerks in the departments are contemplating the new era of competitive examinations, and a business house here has introduced the "cramming" pooks of the English service to point out to these order of things. Just now the rules adopted by the Civil Service Commission are in a very chaotic state. and are subject to modification and revision by the Cabinet politicians, so that their publication would be practically useless, but a code of raies will soon be adopted by the President, founded upon the recommendations of the Commission. What they will be and what loophoies there will be left in them for political favoritism cannot of course be determined. Mr. Curtis, who has no doubt of the re-election of President ortunity to test in practice the theories advanced in the bills of Mr. Jenckes and Senator Schurz. in the five years which will probably remain to the present administration he believes so much success may follow this attempt to keep in office men of clerical fitness and known honesty, independently of mere political considerations, that it will be perilous to e succeeding President to root them out on partisan considerations. It is admitted that the difficulty in the way is in the appointment of the present officers in the usual manner, political influence only being considered, and that much is lacking owing to the fact that few of them have been long in the civil service. But the circumstance that a Whole Cabinet meeting was devoted to hearing Mr. Curus, and Mr. Curus' own confidence that the appeals of the civil service reformers will have a practical test, are assurances new thing under the sun is to be tried for the purification of public hie. But it is not improbable that even this hope, which may spring from Mr. Curtis' earnestness, may be defeated. The Cabinet officers picked to pieces the rules which presented, and the whole work of the Commission was rather contemptuously dealt with. Mr. Pish could not quite see his way clear to excluding all the little Fishes who may want consular or diplomatic appointments, and Mr.

the they were a political not to be interfered with on tal election. The Commission tem of rules, but the indiffererences of the Cabinet have miusion. It may happen that rvice reform, independent of a Congressional enactment, may prove to be only a tub to the whate. It would certainly be a heroic thing for a President who expects re-election to declare that hereafter nobody should be appointed to or kept in office who was unfit for official position. Whether such a declaration shall be made is just now what is agitating the Cabinet. Report of the Committee on Southern Outrages.

Delano showed that he had a particular regard for certain class of Ohio politicians; Boutwell showed no interest, being entirely absorbed in the syndicate, and Mr. Creswell said Postmasters had not been included in the former bills, and as it was not important that they should be able

The testimony taken by the Committee on Southern Dutrages, of which Senator Scott is chairman, including the evidence before the sub-committee which visited South Carolina, is now in the hands of the chairman, who is preparing a careful digest for the special report. It will trace the history of the Ku Klux organization from its formation in Giles county, Tennessee, in 1866, through its ramifications in the Southern States. It is the opinion among officials here that the Ku Klux are disbanding in North and South Carolina, and that before the close of the year the spirit of disintegration will pervade Georgia, Alabama and Mississippi. The Congressional act passed at the last session for the suppression of the Ku Klux outrages is regarded as complete. The only test of the powers conferred has been at Raieigh, and it remains for the judiciary to decide whether is constitutional or not. The report of the committee will not be subnitted to Congress until after the holidays. It is probable that some recommendation will be made on the subject of general amnesty. The minority report will place particular stress upon the extravagant taxation and burdensome legislation imposed upon the people of the reconstructed States Georgians Alarmed at the Prospect of Mar-

tini Luw. It appears from the Georgia papers that much alarm prevails under the apprehension that the President will declare martial law in that State. It may be safely said, however, that such is not his design, there being nothing in the present condition of any part of Georgia to warrant such a measure. A report was published recently that Benator Scott, chairman of the Ku Klux Committee, had recommended the Issuing of the proclamation, but that gentleman himself denies that the report has the least foundation.

Consolidating Internal Revenue Districts. Since the beginning of the year nine collection districts have been blotted from the list of the Internal revenue by the plan of consolidation inaugurated by President Grant. Four were in New York city, two in Philadelphia, one in Cincinnati, one in Baltimore and one in San Francisco. This effects a saving of at least \$100,000 in salaries of

The Case of the Steamer Hornet This government and the Spanish authorities have not yet arrived at an agreement respecting the Hornet, now at Port au Prince, menaced by Spanish vessets. A correspondence is in progress between the Secretary of State and Minister Roberts, the former protesting against the design to seize

that vessel, which is under the American flag. Departure of General Sherman for Europe. Admiral Alden and General Sherman, accompanied by Colonel Audenreid and Lieutenant Grant, leave here to-night to embark on the Wabash tomorrow for Europe. President Grant and wife will go with their son to New York, there take leave of him and neturn to Washington on Monday.

Executive Appointments.

George B. Dick has been appointed as Assistant
Assessor for the Thirtieth New York district,
Anthony Banning as Gauger for the Fifth Onio district, and George W. Donaldson as A. sistant Asessor for the Seventh Outo district. Opening of the Fashionable Season in the

Capital. The fashionable season was opened in Washington to-night—rather earlier than usual—by an ama-teur performance of the "Hunchback" and "A Gentleman from Ireland," at Wall's Opera House, The entertainment was for the benefit of the charities of the congregation of the Epiphany, the church par excellence of the West End, and Lafayette square, Georgetown Heights and Capitol Hill nobly to their support. The house

WASHINGTON. | was ablaze with silks, laces, jewels, stately forms and lovely faces, and the Cabinet, the embassies, the army, the navy, the civil service, the press and the ancient noblesse of the capital all contributed a full quota to the scene. The dressing upon the stage was in no way inferior to that in the auditorium. The several characters in the plays selected were borne by ladies and gentlemen in the employ of the government and prominent in society. The President was not present, being on his way to New York to see his son Fred off to Europe, but the Evrequity circle was well repre-Europe, but the Executive circle was well repre-

Cause of the Smallpox Plague. Prominent gentiemen here attribute the spread of smallpox in Philadelphia and other cities to the sale of buffalo robes there taken from the Blackfeet and Piegan camps, where the disease prevailed two years ago. At that time they were forbidden to be sold to traders, but several months ago they disappeared from those neighborhoods and found their

PERILS OF THE SEA.

The Crew of the Lost Schooner Fitz E.

BOSTON, Nov. 10, 1871. schooner Fitz E. Riggs, lost on George's Bank in the gale of October 12:-Laban R. Hyland, master, leaves a widow and three children; Michael Fitz gerald, leaves a widow and four children; Alexan-Robert Christopher, Charles Anson, Thomas Poley, Jonn Welsh and John Smith, alias Patrick Flynn, all single. The latter belongs in Canso, N. S.

Wreck of a Nova Scotla Schooper.

The schooner Express, from St. John, bound to St. Margaret's, was wrecked on Monday near Lockport. Part of her cargo may be saved.

> An Iron Steamer Sunk. DETROIT, Mich., Nov. 10, 1871.

The new iron steamer India has been sunk in the Sault St. Marie River. No particulars have been received. She probably struck a rock in consequence of the low state of the water. Pumps have been sent from here to assist in rescuing the

Norrolk, Va., Nov. 16, 1871. The canal steamer Astoria, with a cargo of cotton and naval stores, was burned and sunk at her wharf this morning. The origin of the fire is un-known. The loss is \$15,000; no insurance on the

A Steamer Destroyed by Fire.

### THE STORM.

A Drenching Rain and the First Snow of the Season.

Yesterday was one of the most disagreeable days of the season. It rained from early morn till midnight, when a storm of fine snow and sleet set in. All day the clouds poured forth their torrents deluging streets and pathways, and stirring up all the accumulated dirt and filth of Those whose impecunious situation rendered it impossible for them to avail themselves of any conveyance had to plunge along amid the cold, windy showers as best they could, and thank God for even the shelter of a dilapidated umbreila, while ever the shelter of a displaced universal to suffer all the inconveniences of crowded platforms and wet garments slashed against them, sending premonitions of future rheumatic pains and consumptive coughs. The cold east wind penetrated every porcess. tions of future rheumatic pains and onsumptive coughs. The cold east wind penetrated every portion of one's frame and left the lucalless pedestrian in a state bordering on chronic frigidity. At midnight the first snow of the season made its appearance. It came down fine at first, and not, as usual, in the large, sleety fiskes. Visions of ablocked up railways, long and dreary walks, slush and mud came at once to the mind of those whose misfortune it is to labor and travel day and night in this much-abused metropolis. The first snow of the season, as the Third avenue car driver remarked, "God send it may be the last."

POUGHKEEPSIE, N. Y., Nov. 10, 1871. There was a light fall of snow here this morning, the first of the season.

Snow Equali in Albany. ALBANY, N. Y., NOV. 10, 1871. A light snow storm has prevailed here all day.

Snow Storm in New Hampshire. CONCORD, N. H., Nov. 10, 1871. Snow began falling here about half-past three P. M. and continued through the afternoon and evening. Nearly two inches have fallen.

A CHOLERA SHIP BOUND FOR NEW YORK.

A special despatch from Halifax on Wednesday states that the German steamer Franklin, from Stertin for New York, which put into Halifax on Monday It was reported that she had the cholera am passengers, and the authorities instituted an inquiry and ascertained that twenty-eight persons died on the passage from diarrhoea. She was twenty-seven days out. The apparatus for distilling water got out of orner, and the passengers were supplied with water half fresh and half sait. Hence the sickness. A number were suffering when the vessel arrived. She sailed for her destination with a clean bill of bastle.

### ILLINOIS INTELLIGENCE.

General Jail Delivery-Chicago Grain Warebousemen Protect Themselves Against Insurance Extortion-Chicago Insurance Companies Still Sound.

CHICAGO, Nov. 10, 1871. Five persons awaiting trial in the Iroquo's County Jail, at Watseka, Ill., broke out and escaped on the morning of the 8th inst. A reward of \$250 is offered for their recapture.
Under the influence of the high rates of insurance

on grain in the warehouses in this city the proprie-tors have determined to purchase each a steam fire engine for their own use, the whole number to be called out in case of necessity. Each warehouse will have a steam pump connected with pipes radiwill have a steam pump connected with pipes radiating throughout the building, to be used in the event of fire, thus doing away with the necessity for insuring the warehouses and their contents. In the cases of the Continental and Garden City Insurance Companies, of Chicago, in which applications had been made for the appointment of receivers, Judge Williams yesterday decided not to appoint receivers, as there are no allegations against the companies showing bad faith on the part of their officers.

onlicers.

A fire occurred at Mendota, Ill., this afternoon, resulting in the destruction of seven bundings, including the Waverley House. Loss, \$14,000. It was feared at one time that the whole town would burn, as it contained no fire apparatus.

### WYOMING LEGISLATURE.

CHEYENNE, Nov. 10, 1871. Governor Campbell read his message to the Legisature yesterday. He recommends retrenchment in territorial and county affairs; the appointment of a commissioner of emigration, and also that female suffrage be not repeated. He says women have made good juvers and honest and competent office-holders. He upholds the Indian policy of the ad-ministration, and shows a disposition to work with the Legislature for the good of the Territory. Both houses of the Legislature have been occupied in adopting rules for their government.

### PIRE IN SIXTH AVENUE.

At seven o'clock last evening a fire broke out in the rear of the first floor of the three story brick house 273 Sixth avenue. The first floor was occupled by Joseph Davids as a ladies' and gentie men's furnishing store and damaged \$5,000; insured men's furnishing store and damaged \$5,000: insured for \$4,000. The second floor was occupied by Mrs. A. Cook, dressmaker, and damaged \$700; insured. The basement, occupied by Gambling & Barton, painters, was damaged by water \$100; insured. The building was leased by the latter firm and damaged \$1,500. The building is fully covered by insurance.

### PHILADELPHIA PTEMS.

The Estate of the Defaulting City Treasurer-Yerkes to be Forced Into Bankruptcy. PHILADELPHIA, Nov. 10, 1871.

The second race between Goldsmith Maid and Lucy, for a purse of \$3,000, that had been fixed for to-day, is postponed on account of the rain. This morning the petition of Mayor Fox was pre-

sented in the Court of Common Pleas, asking for an order of sequestration of the estate of Joseph F.
Marcer, the defaulting City Treasurer. A rule was
granted requiring Marcer to show cause why it
should not issue.
Proceedings have been commenced in the United
States Court against Yerkes, rejuring him to show
cause why he should not be declared bankrupt.

### THE DECAY OF ALSACE.

Prospective Ruin of a Great Industrial District.

French Blunders-Jules Favre's Short-Sightedness-Thiers Just as Bad-How Bismarck Hoodwinked Both-The Rich Manufacturing Districts of Alsace in Danger - Poor Alsace,

A short tour through the province of Alsace has nabled me to obtain information calculated to with the controversy now pending between France and Germany. It is needless to say that the cession of two of her most prosperous departments inflicts on France a pecuniary loss of the most appalling mag-nitude. One of the most flourishing branches of industry in Aisace comprised the cotton manufactories. On inquiry it will be found that the loss of capital invested at Mulhouse, Wesserling and the neighborhood is variously estimated at from forty to fifty million dollars. But that is hardly the ques tion now at issue. A nation, paying to the foreign invader a tribute of \$1,000,000,000, can probably afford to part with an additional \$100,000,000 or \$200,000,000 without seriously affecting the national wealth. Still it would puzzle our old "politicians who held to the maxim of "Millions for defence, not a cent for tribute." Statesmen of modern Europe seem resolved to recast that system.

A BAD BLUNDER.
At the time when the preliminaries of peace were arranged at Versaliles no allusion was made to com-mercial affairs. The chivalrous Jules Pavre, who loathed to give up one stone of the French fortresses, was too proud, too haughty to touch on matters connected with trade. Though considered a smart lawyer and an able debater, that man melodramatic pathos it apparently never occurred to him to take steps for the purpose of protecting the commercial interests of the country. With a little forethought and ordinary measures of precau-tion it would have been possible to save from ruin and destruction the private property of thousands of families. Even in their negotiations at Frank-fort-on-the-Main M. Jules Favre and M. Pouyer-Quertier failed to assert the claims to which the commerce of France-generally and that of Alsace especially were entitled. The two provinces were rretrievably lost, and with them, as a matter of course, the property appertaining to the soil, as well as the produce of the industry of the inhabitants.

How the PEACE NEGOTIATIONS WERE CONDUCTED. But, while it was impossible to resist the rapacity Prussians, there is abundant evidence to show that but for the reckless and oif-hand manner in which the French delegates conducted the peace negotiations France would have been saved many hardships, private property would have been protected and much individual suffering could have been alleviated. President Thiers himself was ignorant of what he was doing when he traded away important coal and mining districts, situated on the borders of the Duchy of Luxemburg, in exchange for a strip of land which, it was contended, the French engineers required to strengthen the position of the fortress of Beifort. The same deplor able ignorance has been revealed in the negotiations

sition of the fortress of Beifort. The same deplorable ignorance has been revealed in the negotiations now pending between the two countries. All that can be said is that the Prussians have a far better knowledge than the French themselves of the value of territory and of commerce in France.

M. Ponyer-Queruer, has started for Berlin with the view of smoothing down the difficulties which have intervened. But what good can be expected from a man who is so wilfully blind to an experiences made in other countries? The reduction in the postal tariff has everywhere produced an increased revenue. M. Ponyer-Queruer is vain enough to behieve that he is in a position to benefit the National Treasury by reversing the system for the good of the French people. With a mind running in that groove he is continually fighting with shadows. M. Ponyer-Quertier has evidently not sprung from an oak, but from a willow; hence he stickles at the loss of a few dollars, of which the customs receipts may be deprived if he accedes to the German demands, while in another sense the loss to the country will make uself felt tenfold. On the other hand, the Prussians should be mindful that it is dangerous to hurt even a bad neighbor. It would be well for Prince Bismarck to see the necessity of abstaining from injury or violence, and to remember that those who govern others by terror have cause to be themselves the most terrified.

THE DISTRICT OF MULHOUSE may be designated as the Lowell of France. Prior to the outbreak of hostilities there were upwards of two million spindles in motion in the coston lactories of that district. An official return gave the following figures in 1859, and since that period there have been important additions:—

Spindles.

Department of Upper Rhine. ..............1,417,250

Total. 2.131,744
This immense amount of industrial wealth was crammed together in a small corner of the province, while the total number of spindles spread over the whole German Fatherland barely reaches the figure of three millions. The cotton factories throughout the German Zollverein comprise 37,000 or 38,000 power looms, while alone in the department of the Upper Rinne there are unwards of twenty-eight housand five hundred. The total of the cotton factories in the annexed territory is estimated to comprise 48,600 power looms, or, say, 11,600 more than possessed by all the German States together. With such liminense additions to the sources of wealth it might be found willing to act with magnanimity towards the conquered. The very reverse is, however, the case.

additions to the sources of wealth it might be thought that the German government would be found withing to act with magnanimity towards the conquered. The very reverse is, however, the case.

Hardshiffs of The Alsatian Cotton Spinners. Severed, as he now is, from his old connections, the Alsatian cotton spinner or manufacturer is exposed to peculiar hardships. His produce, hitherto, was calculated to supply the French market. Favored by protective duties, neither cotton yarn nor cioth was exposed to competition with labries imported from loreign countries. The outlet of all Alsatian produce was mainly obtained through Paris. The mainstay of all French manufacturers lies in an organized system of centralization. As a rule, and there are very few exceptions, the whole production of a factory is placed into the hands of one or several commission houses, who undertake to supply the home and foreign markets, as the case may be. Those familiar with trade in Paris know that the entire of the Rule du Sentier, Rue S. Flacre and others is almost excusively occupied by stores filled with Alsatian produce. The commission houses in most cases undertook the Detertative, as it is termed, and guaranteed the manufacturer, on payment of a small commission, against capital loss. Still that was hardly necessary, masmuch as the majority of sales are effected against cash payment; or, at any rate, at short date—i. e., sixty or ninety days' approved bitis. The methodical manuer in which ousness is conducted places the manufacturer beyond the reach of ordinary vicissitudes and fluctuations. He had neither to seek nor to nurse a customer, relying as he did implicitly on the integrity and energy of the intermediary in Paris. The manufacturer, relieved to a certain extent of much anxiety and responsibility, was enabled to busband his means and to concentrate all his energy on the mere manufacturer of cotton cloths and the perfection of his produce. Furthermore, there is an

his energy on the mere manufacturing process and to the perfection of his produce. Furthermore, there is an ADMIRABLE DIVISION OF LABOR.

Thus, for instance, a manufacturer of cotion cloths is not aiways propared to dye his goods, nor has the calico printer the ambition of weaving his own cloth. The spinner, the weaver, the dyer, the printer and the calenderer each are forming separate interests. With the specialty of a trade each branch is in a position of realizing a higher degree of economy, as well as of attaining greater perfection in the production of the goods. The position of a German manufacturer is diametrically opposed to that of the Frenchman's. Spinning, weaving, dyeing, &c., all are manupulated under the same roof. There is no intermediary line—the goods are taken from the manufacturers direct to the retail store. Foints of different each to the retail store.

Germany, which up to a lake period might appropriately have been designated as the Disunited States, has no doint of centralization. Saving some exceptional cases, the manufacturer in Germany was confined, as it were, to a local trade. This circumstance accounts for the almost total absence of establishments on a large scale, such as we meet in France, Engiand or America. I need not enter into further detail to show that the position of the Alsatian manufacturer, as a Prussianized citizen, is not very cuvable. While the separation from Paris is complete, the chances in Germany for Alsatian manufacturers, or, at all events, the outlet would be exceedingly limited. In the first place, therefore, the Alsatian must change his machinery, the spinner must turn to coarser numbers, and, above all, he must transfer his banking account from Paris to some point in Germany. This all accomplished, he must stansfer his banking account from Paris to some point in Germany. This all accomplished, he may set about and hunt for customers.

Under his former relations he enjoyed credit and possessed the confidence of risen is and customers. With the change he ha

under military despotism. The latter is rendered the more irksome as the Prussians are totally un-able to hold the country unless they rule with an iron hand. That circumstance, of course, tends further to diminish the chances of prosperity in the manufacturing districts.

turther to diminish the chances of prosperity in the manufacturing districts.

There is good reason to believe that the unfortunate conditions under which the Alsatian industry has been placed might, if not entirely avoided, have been greatly amenorated if due vigilance had been exercised in the beginning when the preliminaries of peace were discussed. One thing is quite certain, that there was a dread of being brought into competition with the Alsatian spinner, and exceptional advantages would have been granted most willingly. I have this assurance on the highest authority. The feeling in Berlin, as it existed in the beginning of the year, may be summed up in the following:

"While severed territory from France there is no necessity of severing the Alsatian manufacturer from his commercial relations with that country, and, although Alsace must emerge into the Customs Union, a duty devolves on Germany to preserve as far as possible the outlet which the manufacturer there are

Other Branches of Industry In Alsace,

There are of the cotton interest, will never recuperate, or, at all events, drag on a sickly existence. The Strasboury beer, for instance, is not wanted in Germany, and Paris can hardly do without it. Railroad iron was so far produced in sufficient quantities as to supply the actual wants. The loss of rolling mills will in future necessitate a large importation. These are only a few items of the many which strikingly indicate the prospective ruin of a great industrial district.

### FOREIGN TOPICS.

Germany Wishing to Conciliate France. Under date of October 26 the HERALD'S Frankfort ondent writes:-

Under date of October 26 the Herald's Frankfort correspondent writes:—

This country presents now a great contrast to France. We long for peace, and the government does everything in its power to conciliate the French. The recent convention was scarcely signed, when troops coming from France passed this town, and there is no doubt that great facilities will be given for the payment of the remainder of the contribution. Trade and commerce are flourishing to an extent not known hitherto, and everybody desires the continuation of so prosperous a state. In France it is equally the reverse. With the only exception of the truly republican party all tae others long for a war of revenge, and particularly in the large towns there is the same nonsensical brag as before the war. It is apity that the delusions of an ignorant mob and of an equally 'gnorant crowd of literary men, shopkeepers and codes house politicians should threaten the country with new disasters, by exciting to a war, with tenfoid odds against them. Commercial relations having been resumed, a great many of the people have lately come here from the south of France, the part of the country which had the largest business with the people here, and they all report that the southern French, having seen nothing of war, are anxions for a new one, and speak as of a certain fact of the revenge they are about to take. At Paris the feeling has much improved, which is mainly to be attributed to the exertions of the radical municipality, which had the manly spirit to speak out their mind and to tell the people that they are the principal losers by driving loreigners from Paris.

The Merocce Slave Trade.

A resident of Tangter, in Morocco, writes that African children are dragged along the streets there by a Moorish auctioneer, and that the vile traffic in human beings goes on every market day in connection with the sale of cattle and agricultural produce.

tion with the sale of cattle and agricultural produce. He says:—

The same man may be seen and heard at one time vocitering the last bid for a wretched mule which he bestrides and goods along the narrow, crowded and filthy streets, and at another, as I saw this Sunday morning, dragging a bewildered little boy by the hand, followed by an eider sister too frightened to look up; while on a third occasion ne appeared with an old woman meekiy following him, whose days of rest should have approached to relieve her weary himbs, but who was destined by the cruelty of man to drag herself along at the will of her leader, who was endeavoring in vain to realize the reserve price pinced upon this exhausted specumen of suffering humanity. While England has sacrificed her treasure and the health of her sailors on the pestilential coasts of Africa, with the object in view of putting a stop to the shipment of slaves, no effort has been made by her representative in Morocco to prevent the trade setting in towards that country from the interior. While Christians in America have been debarred this inhuman traffic with Africa, even when requiring labor for the subjugation of the wilderness, no voice has been raised or effort made to prevent the Mohammedans in Morocco from indulging, as extensively as suits them, in the purchase of slaves. It may well be doubted whether the prevention of slaves leaving the shores of Africa has had any other effect than that of driving them into the hands of the semi-civilized Monammedans. Thus, while Christians have been sacrificing life and property to whe occupy so large a frontage of the African Continent, have been siently and unobservedly absorbing the heart's blood of the interior, and sensuous natures.

THE GEORGIA GOVERNORSHIP.

### THE GEORGIA GOVERNORSHIP.

ATLANTA, Ga., Nov. 10, 1871. The House to-day passed a bill providing for holdng a special election for Governor on the second Tuesday of December. The section providing for special returns of the election, other than according to the present law, was stricken out. The democrats contended that the integrity of the republican acting executive officer, Mr. Cony, should be trusted.

## SHIPPING NEWS.

Almana: for New York - Pals Day. Sun rises...... 6 42 | Moon rises..morn 5 08 Sun sets...... 4 46 | High water...eve 7 24

OCEAN STEAMERS. DATES OF DEPARTURE FROM NEW YORK FOR THE

MONTES OF NOVEMBER AND DECEMBER.			
Steamer.	\ Sal's	Destination.	Offics.
City of Paris Australia Main Main Wyoming City of New Y'ri Bremen Europa City of Wash'to Washington Minnesota City of Baitim'r City of Brusseis Ismailla ddaho	Nov 11 Nov 11 Nov 11 Nov 15 K Nov 16 Nov 18 Nov 18 Nov 18 Nov 22 Nov 23 Nov 25 Nov 28 Nov 28	Bremen. Liverpool Liverpool Eremen Glascow Liverpool Havre. Liverpool Liverpool Liverpool	10 Broadway, 7 Bowling Green 68 Broad st. 29 Broadway, 15 Broadway, 62 Broad st. 7 Bowling Green 15 Broadway, 58 Broadway, 15 Broadway, 15 Broadway, 15 Broadway, 15 Broadway, 7 Bowling Green 9 Broadway.

### PORT OF NEW YORK, NOVEMBER 10, 1871.

### CLEARED.

Sicamship Zodiac, Chapin, Newbern-Murray, Ferris & Co.
liark Rosa B (Ital), Balavetela, Cork or Falmouth-Slocovich & Co.
Bark Mercurius (Nor). Ludvigsen, Galway-Wendt, Tetens & Bockmann.
Bark Arica (Br), Snowden, Havre-Wendt, Tetens & lockmann.

Berg J R Hea (Br), Graham, Bordeaux—H J DeWolf & Co.

Brig Arnold (NG), Leuger, Santander for orders—H Koop.

Brig T A Darrell (Br), Locke, Montevideo.

Brig Benshaw, Sylvester, St Martha and Savanilla—D De Castro.

Brig Rush, Mektes, Point a Petre—Spofford Bros.
Brig Humming Bird (Br), Stephens, Windsor. NS—Crandall, Berteaux & Co.
Schr Daylight, McFadden, Barbados—B J Wenberg.
Schr Sami E Fabens, Crocker, Port Antonio—B J Wenberg. schr Mathiida Brooks, Jones, Charleston-Evans, Ball & So. Schr Iris (Br.), Brickan. Newark.—P I Nevins & Son. Schr James Truman, Gibbs, Franklin.—Tupper & Beattie. Schr Lizzie, Leighon, Boston.—G Boardman. Schr Bay State. Seabury, Boston.—S W Lewis & Co. Sloop Report, Start, Norwich.—H W Jackson & Co. Steamer Mayflower, Fulks, Philadelphia.

Steamer Tacony, Nicnois, Philadelphia. ARRIVALS.

# REPORTED BY THE HERALD STEAM YACHTS.

Steamship City of Bristol (Br), Philips, Liverpool Oct 24, via Queenstown, with mass and passengers, to John G Dale, Experienced strong westerly gaies throughout the passage. Steamship Washington (Fr), Roussan, Havre via Brest, Oct 28, with mdee and 147 passengers, to George Mackenzio. Had strong westerly gales most of the passage.

Steamship Weaer (N-), Wenke, Bremen Oct 28, via South-ampton 31st, with mass and passengers to Oeiricus & Co. Steamship Bremen (NC), Ludewigs, Bremen Oct 25, and South-ampton 28th, with mass and 61s passengers, to Oeirichs & Co. Bouthampton 28th, with midse and 6fe passengers, to Ocirichs & Co.

Steamship Wilmington, Cole, Gaireston, via Key West Lov & Wilmington, Cole, Gaireston, via Key West Nov & with midse and passengers, to CH Mallory & Co. 4th inst, ist 25 38 ion 85 20, passed steamship Clyde, hence for Gaiveston.

g Steamship Western Metropolis, Gasternen, New Orleans, with midse and passengers, to Murray, Ferra & Co.

Steamship Leo, Deathorn, Savannah, Nov 7, with midse and passengers, to Murray, Ferra & Co.

Steamship Leo, Deathorn, Savannah, Nov 7, with midse and passengers, to HR Morgan & Co.

Steamship Leo, Deathorn, Savannah, Nov 7, with midse and passengers, to HR Morgan & Co.

Steamship Wyanoke, Bourne, Norfolk, with midse and passengers, to Uld Dominion Steamship Co.

Hark E 8 Lohe (NG), Haesloop, Port Elizabeth, CGH, 74 days, with woot to Patterson & Sons; vessel to Gelrichs & Co.

Passed Cape of Good Hope Ang 28, and crossed the equator Cet 5, in lon 83; thad fine weather.

Hark Pactolus (Br, new. 556 tons), Dairymple, Noel, NS, 13 days, in ballast, to 4 W Milney & Co.

Brig Zavalla Williams, Vessy, Aquin 20 days, with logwood to Morrison & Barlow—vessel to HW Loud & Co. Had strong northerly winds and spilt sails; been 8 days north of Hattersas.

Brig Morning Light, Dill, Mayaguez, 14 days, with sugar and molasses to L. W & P Amstrong, Had the weather in Hasteras.

Rig Morning Light. Dill. Mayagues, 14 days, with sugar and molasses to L W & P Armstrong. Had fine weather up to Hasteras: from thence 5 days with NE winds.

Brig M McFarlane (Br.) Hall, (lace Bay, CB, 16 days, with coal to tice H Brewer; vessel to M F Whitney & Co, Had strong NW gales the whole passage.

Schr Sybil (Br). Floming, Arecibo, PR, 17 days, via Delaware Breakwater, with sugar, &c, to H H Swift & Co; vessel to Jas W Elweil & Co.

Passed Through Hell Gate,

BOUND SOUTH.

Steamship Neptune, Baker, Boston for New York, with mase and nassengers. to H F Dimock.

Bark Adelaide, Granger, Boston for New York.
Schr J N Seymour. Hart, New Haven for New York.
Schr David Pearsall, Sackett, Greenwich for New York, with stone to order.

Rehr Mail, Mead, Greenwich for New York, with stone to order. der. Behr Escort, Roberts, Bridgeport for New York.

sees Ulreis, Hulles, Port Jeffarnon for New York.
Schr Mingulas, Heaner, Providence for New York.
Schr Asher S Parker, Carpenter, Glen Cove for New York.
Schr Burmah, Churchlit, Windsor, NS, for New York.
Schr Margaretts, Wanser, Glen Cove for New York.
Schr J W Freeman, Chase, Providence for New York.
Schr J W Freeman, Chase, Providence for New York.
Schr John Manlove, — Providence for New York.
Schr John Manlove, — Providence for New York.
Schr Sarzan, Fowler, Northport for Flushing.
Schr Mary Rilnabeth, Borden, Fall River for New York.
Schr Phebe Elizabeth, Crosby, New Lonion for New York.
Schr Mars Keisey, Sangor, New Haven for New York.
Schr Mars Robinson, Robinson, Providence for New
Ork.

o order.

J W Thomas, Thomas, New Haven for New York.
Chief, Phillips, Norwich for New York.
Ella Hays, Snow, Greenwich for New York.
Ella Hays, Snow, Greenwich for New York.
D & E Kelly, Kelly, Providence for New York,
E F Meany, Stewart, Portland for New York,

tone to order.

Sohr F Merwin, Bunce, Providence for New York.

Schr Saugauok, Alien, Brookhaven for New York.

Schr Saugauok, Alien, Brookhaven for New York.

Schr Marrie Beil, Ransom, Boston for New York.

Schr Marrie Beil, Ransom, Boston for New York.

Schr Marrie Beil, Ransom, Boston for New York.

Schr James Martin, Baker, Providence for New York.

Schr James Martin, Baker, Providence for New York.

Schr Mintito, Wilson, Taunton for New York.

Behr Silas Brainard, Boell, Fortland for New York,

Behr Silas Brainard, Boell, Fortland for New York,

tons to order. Sons to order.

Schr Julia A Crawford, Young, Greenport for New York.

Schr Julia A Crawford, Frovidence for New York.

Schr Josephine, Caswell, Narragansett for New York.

Schr Connecticut, Stewart, Providence for New York.

Schr E Pharo, Spear, Providence for Elizabethpott,

Schr Hattie E Sampson, Blake, Windsor, NS, for Philadel-

Sohr W H Mitchell, Cole, Shulee, NS, for New York, with

iumber to order.
Steamer heus, Davis, Providence for New York, with
make and passengers.
Steamer Panther, Mills, Boston for Philadembia.
Steamshio Et Cid, Smith, Norwich for New York. BOUND EAST.

BOUND EAST,

Schr Evergreen, Tufts, New York for St John.
Behr Hesperus, Conary, New York for Boston.
Behr Adella, Young, New York for St John. NB.
Schr S J Smith, Baidwin, New York for Harlos
Schr A T Rowland, Rowland, Georgetown, Do

r Decatur Oakes, Berry, Philadelphia for Somerset, Cohasset, Bennett, Philadelphia for New Bedford. Wind at sunset N, fresh.

SHIP HANNAH MORRIS, Morris, from New York for Londonderry, which was reported by cable as 'likely to prove a total wreck,' is now stated to have put back to Tory Island 84 inst, dismasied. [A cable despatch dated Londoncerry, sh, stated that the Hannah Morris had arrived at Lough Foyle leaking.]

BRIG FRONTIER, from Savannah for Providence, with lumber, went on the rocks at Beaver Tail morning of 10th, and remained till same afternoon, when she was got off and towed up to Providence by a tugboat and grounded on the flats. She was kept affoat by steam pumps while going up the river.

the river.

BRIG PM TINKER, at Vineyard Haven, saw on the 8th inst, 40 miles SW from Noman's Land, the topmasts, supposed of a sunken vessel.

SCHR MARIETTA STERLMAN, at Mobile 5th inst from Philadelphia, reports that Frank Kelly, colored, of Long Island, was lost overboard 20th uit, in a gale off Cape Hatteras.

SCHE A H Howe, Newbury, which arrived at Providence 8th inst from Philadelphia, strung a bad leak at sea, her crew being nearly exhausted from constant pumping. She obtained six men at Beaver Tail to assist at the pumps. She was taken in tow by the steaming Wilham Cramp, and placend alongside the Worcester Railroad wharf, where she has discharged her cargo of coal.

nas discasrged her cargo of coal.

CAPAL TUG VERMOST was capsized 9th inst in the North
River, opposite pier 12. from the wash of Sound steamer
Narraganisett, which was passing at the time. The colored
cook was lost overboard and drowned,

Captain Jas Cole, of the steamship Wilmington, from Galveston, has our thanks for favors.

Purser C C Wildman, of the steamship Leo, from Savannab, has our thanks for favors.

Solls Darier. Weister, of New Bedford, 36 tons, has been sold by Capt Benj Baker to Wm H Brackett, of Bangor, for \$1.90.

gor, for \$1:90.

Charles Dibbell, mate of stoop Gleam, of and from Clinton, Ct. for Newport, when off Watch Hill 6 AM 8th inst, was severely injured in the head by the jioing of the main boom. It is feared his injuries may prove istal.

LAUNCHED—At Elm Park Railway, Staten Island, a few days ago, by Win H Lisseudeh, a fine schooner of about 180 tons incasurement, built of seasoned white oak. Site is owned by Garrett P Wright, C G Jones, Barnet Jones, John T Crittenden (who will command her) and Paul Van Name, all of West Port Richmond, Staten Island.

Windemen.

Arrived at New London 9th inst, bark Concordia, from Cumberland iniet, with 2800 bils we bell and 28,000 lbs bone. Messrs Charles Brewer & Co, of Bonton, have received a despatch stating that the ship Daniel Webster, Capt Marvin, of New Besiford, at Honolung one of the ships saved from the Arctic fleet, is to return home, taking on freight the oil from the other vessels which have arrived at Honolung-235 bils with and 140 os poil, besides her own catch. Therefore ship Ceylon, of Brewer's line, at Honolung, which was to load for New Besiford with the catchings of the Arctic fleet, will proceed to Manila, an it he John, of the same line, at Honolung, will romain there until spring, and then load what oil is landed there. The destination of the same line, to leave Hoston in a few days for Honolung, has not been decided upon from the latter port, the Iolam taking her place to return to New Bedford,

AMOY, Sept 9—In port ship Star of China (Br), Angus, for New York, [dg. to sail in a few days; bark Ching-too (Br), Douglass, torsto, to sail in a few days; bark Ching-too (Br), Douglass, torsto, Sept 8—Arrived, ship John Temperley (Br), from Mania for Hoston.

ACUIN, Oct 30—In port brig Louisa (Br), Bulford, for New York in B days.

ARECHRO, UR, Oct 24—In port brigs Magdala, for Baltimore, ldg; Chiba, for New York, do: Bettie Emma, for do, do; schra L F Warren, for do, do; Koret, for do, dig.

CALCUTTA, Oct 4—In port ships King Arbur (Br), for New York; Savoir Faire (Br), Aitclison; Lord Straphnairn (Br), Sincair; Astronomer (Br), Edgar: Dunbam (Br), Kerr, and Geo H Warren (Br), Woodbury, for New York; Sarah Hignett, Burweil, and Winged Hunter, Small, for Boston; Jean Ingelow, Jacobs, for Havre.

Proceeding down the river Oct 4, ships Reilock (Br, Bevan, for New York; Ireshope (Br), Ramsey, for Boston; Gleopa Ira, Doane, for Bombay.

Sailed from Saugor Nept 28, ships Alice Vennard, Humphrey, Dundee; Oct 1, Juliet (Br), Duquid, New York.

CARIFENAS, Nov 2—Sailed, brig Robin (Br), Douglass, New York.

Giuaaltra (Ba), Garguello (From New York), depon; Brig Camile, Fickett (from New York), Genoa; Brig Camile, Fickett (from New York), Genoa; Brig Camile, Epon (From New York), Genoa; Brig Ladweller, Mero, Schmorling (from Alexandria, E), New York.

Genoa, Jark Calcutta (Ital), Garguello (from New York), Genoa; Bark Calcutta (Ital), Garguello (from New York), Genoa; Bark to ark Ludwig Heyn (NG), Schmorling (from Alexandria, E), New York.

HONG KONG, Sept 14—In port ships Sumatra, Mullen, for San Francisco (since reported put back leaky); Jos Clark, Carver, for do: Shirley, Wilcomb, and Florella, Peabody, unc; Jennie Eastman, Getcheid, for Maulmoin; barks Felga (Dan), Lauridsen, for Whampon, to load for New York; Robt Fletcher (Br.), Brown, and St Fauli (Fr.), Droscher, for do do; Andax, Robertson; Julia Ann, Baker, and Mary Belle Roberts. Spearwater, unc.

HAVANA, Nov 2—Sailed, bark Triano (Su), Urgulono, New York; St., brig R B Gove, Harkness, north of Hatteras; schr W H Steele, Buck, New Orleans.

Arrived at do 5th, Steamship Morro Castle, Porter, New York via Nassau. rived at do 5th, steamship Morro Castle, Forter, New k via Nassau.

port 4th, barks John Griffin. Westberg, for New York, Alexandrina (Br), Mitchell, for Boston; Augustine Alexandrina (Br), Mitchell, for Boston; Augustine De, Dow; T K Welden, Coison; Norwegian (Br), Murray, Moreing Star (Br), Outhouse, unc; origs Long Reach, r; Florence (Br), LeBlanc; Syringbok (Br), Mulatrom, Collega (Nor), Koch, for New York, 1dg; Clara M Good, McCart, for Boston, de: American Union, Colline, and Sp), Igicsias, for Philadelphia, do; Clara J Adams, Mclen: Merriwa, Waterhouse; John Pierce, Townsend; lie Clifford, Littleield, and J Poliedo (Br), Dyer, unc; rs Linda, Newton; Frank Alwood, Curtis; Helen Haste (Br), Aubrey, and United States, Bennett, unc. ILOILO, Sept 9—In port ship States, Bennett, unc.

ILOILO, Sept 9—In port ship St ablans (Br., Fike, for Boston.

LIVERPOOL, Nov 10—Arrived, ships Glad Tidings, Thompson, and Merom. Lowell, New York; British Commodure, Quinc, do; bark Fraire Bird, Baker, Galveston.

LOSHONDERRY, Nov 10—Arrived, steamship Sweden (Br.),

LOSHONDERRY, Nov 10—Arrived, steamship Sweden (Br.),

AANILA. Sept II—In port ships Nestor (Fr.), Pichaud; Asa
Eldridge, Baker; Cityle (Br.), Toogoed, and Seaflower (Br.),
Thomas, for New York (two latter since reported abandoned); Galaitea, Gardiner, for Roston; Highlander, Foster,

unc: Bunker Hill, Davis, for Cobu and Boston; Horatio,
Hardy, unc; Belvidere, Crowell, do: Mogni (Br.), for San
Francisco (since reported at Hong Kong in distress); bark
Luchnagar (Br.), for Boston.

MELDOURNE, Sept 6—Sailed, Agra, Miller, Sydney, NSW,
MONKOVIA, Oct 2—In port bark Wayfarer (Br.), Rogers,

from Sierra Leone.

Singarour, Sept 4—Sailed, bark Clara, Nickels, Batavia.

In port Sept 25, barks Mary Nelson (Br.), Deshon, and
Adolph (Ap.), Myer, fr. New York, idg; Escort, Nichols,
and Chennawith Br.), Howes, for Boston, do.

JENNAROUR, Sept 10—Arrived, steamship China, Macaular, New York (BL) Verpool (and proceeded).

Br. Jago, Oct 28—Sailed, bark Morning Star (Br.), Waugh,
New York in 14 days.

Sey Andrews, Wil, Oct 18—In port schr Gen Putnam, for

New York, Ben Nevis, Boston.

New York; Ben Nevis, Boston.

New York; Ben Nevis, Boston.

Wilawroa, Septil B.—In port ships A L Banfield (Br), Sherris, and Giance (Br), Lusby, for New York, idg. American Ports.

BOSTON, Nov 9-Arrived, bark Eather, Loring, Gotten BOSTON, NOV S-AITWOI, DATE EARDEY, LOTING, GORDBURG,
Cleared—Ship Alexander McNeil, Kelleran, New Orleans;
Cleared—Ship Alexander McNeil, Kelleran, New Orleans;
bark Phoenix (Rr), McKeozie, St Marys, Ga, to load for Buenos Ayres; brig Harriet H McGilvery, Stubbs, Surinam;
schr R P Reynard, Hall, New Orleans; D Gilford, Jerrell,
Philadelphia; Virginia, Bearse, do; Maggie Mulvey, Allen,
Kling's Forry, Ga; Cabot, Parker, New York,
Kling's Forry, Ga; Cabot, Parker, New York,
Salied—Seamer Nereus; barks M B Scetson, L T Stocker,
and Lizzie: brigs Ellen Bernard, and Navasota.
10th—Arrived, steamships Tripoli (Br), from Liverpool;
Nyanza, do; Wm Crare. Baitimore; Saxon, Philadelphia;
Noreus, New York; bark Isabel, Turks Island; brig Arasto,
Sulliam.

urinam. BALTIMORE, Nov 9—Arrived, ship Hansa (NG), Meyer, Jverpool; schre R C Thomas, Crockett, Fail River; Quick-tep, Smith, New York; Isabel Alberto, Tooker, do; Wm Tice, lice, Salem. Tice, Salem.
Cleared—Heamship Wm Lawrence, Hallett, Boston; bark
Maggie M (Br), Mitchell, Aspunwall.
Salied 8th, bark Grecian, for Queenstown; 9th, brig Athlete (Br), for Prince Edward Island.
BANGUR, Nov 8—Cleared, brig S P Smith, Dodge, New
York; schr Potomac, Carver, do.
BATH, Nov 6—Salled, schra Active, Philadelphia; Susan
Sears, Baldimore. Sears, Baltimore.

BELFAST, Nov &-Sailed, sohr Mary, Gilchrist, Charles ton.

BRIDGEPORT, Nov 10. Arrived, schra Brbana, Allen,
Spuyten Duyvii; Minne Kinne, Parsona, Georgetown, DC;
White Rock, Lafferty; Eliza, Ball; Diadem, Lowien, and Jos
E Potts, Elizabethport; Niagara, Wordan, Eloboken.

E Carred—Brig Coronella (Br). McCulloca, Wallon, NS;
schar Hope (Br), Hill, Gen.

Railed-Schr Mary Lymburner, New York; Escort, Raiford CHARLESTON, Nov 8-Arrived, schr Dandy (Br), Ballard, New York. FALL RIVER, Nov 8-Arrived, schr John Shay, Ha Cleared—Bark Sabine, Breaker, Liverpool; brig Vier Gerbroeder Dutch, Klyn, Amsterdam.

Bh.—Salled, steamaip City of Houston, Pennington, New York van Key West.

GEORGETOWN, SC, Nov I—Arrived, schra Starligha, Robinson, Boston; 3d, Elvira, Bancroft, New York; 3d, steamer Lizztie Baker, White, do for Savannah (pnt in for fuel and salled same day); 5th, schr C S Webb, Day, Charicston.

Cleared 6th, schr Palma, Grundey, New York, All, Cole, Hewans; 27th, Naonta, Smith, New York (and cleared 30th for Pensacola); 30th, steamer Ella May, Campbell, do; 3lst, bark La Venzolana (Fr.), Monet, Santa Anna; schra M N Lindesey, Tresca, Havana; Nov 2. Goddens, New York.

Cleared Nov I, colra M N Lindsey, Tresca, Mannice; Horanet, Albury, Nassau. La venezolana (FF), Nonet, Santa Anna, sente an Lindesey, Treace, Havana; Nov 2, Goddess, New York,
Cleared Nov 1, sobre M N Lindsey, Treace, Manniee; Horanet, Abury, Nassau,
L LYNN, Nov 3—Arrived, schr A H Belden, Mayo, New York,
MACHIAS, Nov 5—Saliels, actor Presto, Drew, New York,
NEW ORLEANS, Nov 5—Saliels, actor Press, New York,
NORFOLK, Nov 8—Arrived, schrs Wallace, Gardner, and
A M O Smith, Harris, New York,
Cleared—Srig H Houston, Tupper, Barbados,
NEW BURY PORT, Nov 8—Arrived, schr Hiawatha, Lees
Philadelphia. Philadelphia.

NEW BEDFORD, Nov 8—Arrived, schr War Steed, Phil A. Elizabethort.

Alt Sand, chin Sami C Hart, Kelly, and Henry A Tabers

Alt Sand, chin Sami C Hart, Kelly, and Henry A Tabers

Bowman, Philadelphia; Julia Ann, Wells; Nathaniel Chase,

Joy; Splendid, Phinney: Flight, Chase; James H Deputy,

Sitrigia; Ann T Sippie, Bacou: Charger, White; E T Smith;

Baker, and J H Norris, Claghorn, New York,

NEWFORT, Nov 7, PM—Arrived, schrs Cyrns Chamber

Lain, Adams, Albany; Nianto, Pandleton, Taunton for New

York; Julia Baker, Baker, New Bedford for do; Ellen Per

kins, Kelev; Richard Law, Eldred, and Oregon, Pinkham

Providence for do; J J Harris, Nichols, do for do; Favorite,

Clark, do for Greenport. Hotchkias, Providence for New 1912 Bangor for do. PENSACOLA, Nov 6—Arrived, schre Nettle, Johnson, New York; Vernal, Routen, Galveston. Salled—Bark American Eagle (Br), Harding, Port Glas-Canada Barana Bago (Br), Baroing for Gase PHILADELPHIA. Nov 9 - Arrived, brig Timothy Field Leland, 8t John, NB; achre Clara Jane, & Callep, Hillsbore C H Kelly, Collins, Windsor, NN; Addle Ryerson, Fike, Kempt, NB; O; L Herrick, Bailwin, Bangor; Ann Blinabeth, Kelly, Harwick; Thos Bordon, Allen, and N Voook, Falken, Unr., Fall River; O E Jackson, Baboock; J. Banenhower, David Rever, C E Jackson, Baboock; J. Banenhower, David Rever, C Baboch, C Banenhower, C Baboch, C Barona, John Middeto, Whitaker, Bastor, Golonce, Ponder, Hudson, Allyn's Point; A Woolley, King, Giouces ter; R Seanan, Beaman, Providence; Isaac Rich, Rodathlin, Nachurrana, Bastor, Researan, Seaman, Providence; Isaac Rich, Rodathlin, Nachurrana ter: R Seaman, Boaman, Providence; assac and, average Newburport.
Cleared—Ship Athenais (Br), Baker, Antwerp; brig Harry Virden, Colina, Genos; sohrs C B Wood, Gandy, Chelsea Samuei Castner, Lake: Susan Stetson, Yates; M E Staples Dimmore; Saile B, Bateman, and A L Dow, Young, Boskon! T D Wilder, Kinney; Fronder, Hudson, and J E Frait, Nick erron, Salem; J J Little, Bateman, Prymouth; D Oakes Berry, Somerset; Raven's Wing, York, Stonington; Minnis Errickson, Mystic; C Davison, Smith, New Haver, Lawks, Dei, Nov 9, M—In harbor, brig Frairie Rose from Torks Islands for Philadelphia, and 5 schrs. A bark is coming in.

8 PM—The Spanish steamer Jose, for Liverpoon as at 1 AM.

2 PROVIDENCE, Nov 9—Arrived, schrs Sami Wood, Wood, Battimore; Curtis Filton, Thompson, Philadelphia; C 8 Vance, Coleman, Albany; Ontagrio, Barber; Casco Lodge, Pierce; North Facific, Eston, and Damon, Johnson, Elizabethnor; Anthony Burton, Johnson, do for Pawtucket; Chas A Grainer, Harvey; John Warren, McGur, and Wm F Burden, Adams, Port Johnson; Marr Shields, Waite, and J S Terry, Raynor, do for Pawtucket; Pashion, Young, Rondout; A G Lawson, Fizyatrick, Croton; Sarah Elizabeta. Kelley, Hoboken; Albert Pharo, Bing, barn, do; Wm Fatren, Linusley; Peacedale, Baker, and T Chara. Sellick, New York.

Tork.

RICHMOND, Nov 8—Arrived, schrs Horatio Nichols, Depew, Albany; Hardscrabble, Fales, Rockland,

ROCKLAND, Nov 3—Arrived, schrs Elizabeth, Hodgdon,

ROW York; 4th, Justina, Kennishon, do; 5th, W.C. Hall, Tolman, do; R.S. Hodgdon, do; 7th, G. W. Kimball Jr, Hall, and

Pictou, NS. 6th.—Arrived, schr Water Witch, Valentine, Spanish Wells Cleared—Schr Eugene Bords, Dukes (from New York), Jackanvilled, snips Brookville, Boston; Virginia, Livers pool; bark Antilla, Maianzas. Below, one brig. Oleared—Steamship Oriental, Boston; bark The Queeng Liverpool; each Marian Gage, Philadelphia. SALEM, Nov 7—Sailed, orig Adeline, Bichardson Grout Machins), West Indies. Nov 8—Arrived, brigs Ocean Belle, WILMINGTON, NC, Nov 8—Arrived, brigs Ocean Belle, Dizer, —; Altavela, Cousina, New London; schre Mary & Holt, Higgins, Boston; Gettysburg, Corson, New York.

Arrived at New London 9th inst, bark Concordia, from Cumberland Inlet, with 2800 bits who oil and 23,000 lbs bone. Messrs Charles Brewer & Co. of Boston, have received a despatch stating that the ship Daniel Websiter, Capt Marvin, of New Bedford, at Honoliniu, one of the ships saved from the Artic fleet, is to return home, taking on freight the oil from the other vessels which have arrived at Honoliniu-2255 bits wit and 140 to sp oil, besides her own catch. Therefore ship Ceylon, of Brewer's line, at Honoliniu, which was to load for New Bedford with the catchings of the Article feet, will proceed to Manila, and the lofani, of the same line, at Honoliniu, which was to load in a few days for Honoliniu, and and leads to have Consumption of the Lungs in some of the same line, to leave Hoston in a few days for Honoliniu, has not been decided upon from the latter port, the Iolani taking her place to return to New Bedford.

Bark Sarah B Cann (Br.), from New York for Aniwerp, Nov 8, lat 41, lon 65 39 (by pilot boat hope, No 1.

Bark Sarah B Cann (Br.), from New York for Aniwerp, Nov 9, lat 41, lon 65 39 (by pilot boat hope, No 1.

Bark Sarah B Cann (Br.), from New York for Aniwerp, Nov 9, lat 41, lon 65 39 (by pilot boat hope, No 1.

Bark Fliegeort. Morgan, from Philadelphia for Galves 10n, Nov 1, 65 miles E of Galveston (at anchor, not having had an observa ion for four days).

Foreign Ports.

Amoy, Sept 9—In port ship Star of China (Br.), Angus, for New York, Idg., to sail in a few days; bark Ching-too (Br.), Douglass, for do.

Anyless of the Star of China (Br.), Angus, for New York, Idg., to sail in a few days; bark Ching-too (Br.), Douglass, for do.

Anyless of the Star of China (Br.), Angus, for New York, Idg., to sail in a few days; bark Ching-too (Br.), Douglass, for do.

Anyless of the Star of China (Br.), Angus, for New York, Idg., to sail in a few days; bark Ching-too (Br.), Douglass, for do.

Anyless of the Star of China (Br.), Angus, for the West of the Star of China (Br.), Angus, for the Star of China (Br.

Medicines will do to cure consumption. They will clear but the storace, sweeten and strengthen it, get up a good digestion and give Nature the assistance she needs to clear the ystem of all the disease that is in the lungs whatever the orm may be.

It is important that while usin Schenck's Medicines, are should be exercised not to take cold; keep indoors in coo and damp weather; avoid night air and take outdoor exercise only in a genial and warm sunshine.

I wisn it distinctly un erstood that when I recommend a patient to be careful in regard to taking cold white using my medicines I do so for a special reason. A man who has but partially recovered from the effects of a bad cold is far more inable to a relapse than one who has been entirely cured, and it is precisely the same in regard to consumption. So long as the lungs are not perfectly healed just so long is there imminent danger of a full return of the disease, Hence it is that I so stremuonly cantion pulmonary patients against exposing themselves to an atmosphere that is not genial and pleasant. Confirmed consumptives lungs are a mass of sores, which the least change of atmosphere will inflame. The grand secret of my success with my medicines consists in my ability to subdue inflammation instead of provoking it as meny of the faculty down an inflamed lung cannot with safety to the patient be exposed to the blimp blasts of winter or the chilling winds of spring or autumn. It should be carefully shelded from all irritating influences. The utmost caution should be observed in this particular, as without it a cure under almost and cereamy and all the medicines continued until the body has restored to it the natural quantity of fiesh and strength.

The person should be kept on a wholesome and nutritious diet, and all the medicines continued until the body has restored to it the natural quantity of fiesh and strength.

About the list of December I expect to take possession of my new building at the northeast corner of Sixth and Arca streets, where I shall be el

sale agent.

A. HUMAN HAIR EWITCHES, FIRST QUALITY
A. not dyed hair, no crimped hair in solid hair, 34 inches
long, weight 31g onnees, on 35; 28 inches, weight 30
ounces, 85; 30 inches, weight 30 inches, weight 30
weight 30 onnees, of 32 inches, only importer who retails a
wholesale price et, and 25 i Grand, corner of Chryste street,
sent O. D. by express, upon receipt of color by mails,
Correspondents answered.

Orrespondents answered.

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260 Greenwich street, New York.

EVERY MOTHER WHO REGARDS THE LIFE AND health of her child should possess MRS. WINSLOW'S SOUTHING SYRUP. It is an old and well-tried remedy. RHEUMATISM CAN BE CURED WITH ELIAS' RHEU-matic Remedies. One trial will convince the sufferer, Patients treated daily from 1 to 2, gratis. 615 Broadway. CTAMMERING AND STUTTERING TREATED AND Permanently cured in a short time at the Heating Establishment of Dr. JOH. EICH, from Hamburg (Germany) 189 Second avenue, New York. Consultation 11 to 1 the Manual Property of the Con